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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Rumania/Hungary

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1. The Prutul River, about three meters in depth, was navigable from Ungheni Targ (approximately $\text{N} 47-11$, E $27-50$) to Galati and was used by barges 30 m. long with a two-meter draft and a capacity of 300-500 tn.; it was also navigable by small passenger vessels with a capacity of 100 persons. Because of numerous bends in the river, it was used primarily in the daytime. At high tide, it was navigable as far as the Hotin $\text{N} 48-30$, E $26-31$ area, but this was unusual as there were no sluices or dams. In general, there was little traffic on the river.
2. Because of swift currents, the Siretul, about three meters deep, was used only for floating lumber from Bicaz $\text{N} 46-55$, E $26-04$ and Piatra Neamt $\text{N} 46-55$, E $26-20$ to Galati. It was planned about 1943 to construct a power station of about 100,000 kw. at Piatra Neamt but nothing was done to carry out the plan.
3. The Oltul was about six meters deep and was navigable only by small, Diesel-motored passenger vessels with a capacity of 100 persons. Barges up to 500 tn. with a two-meter draft were able to navigate between Ramnicul Valcea $\text{N} 45-06$, E $24-23$ and Turnul Magurele $\text{N} 43-45$, E $24-52$. Lumber was floated from the source of the river, Miercurea-Ciuc $\text{N} 46-32$, E $24-48$, to the Danube. There were no dams or sluices.
4. The Muresul from Tisa (approximately $\text{N} 46-16$, E $22-34$) to Cluj was from four to five meters in depth. Strong currents made it unsuitable for navigation but lumber was floated between Reghin $\text{N} 46-46$, E $24-42$ and Tisa.

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-2-

5. The Tisza was navigable in Hungary and had some river traffic, however, Source has no details about navigation.
6. The Dambovita from Oltenita N 44-06, E 26-38 to Bucharest was three meters deep.
7. The Argesul, Temes, Crisul Alb, and Somesul Rivers were not generally used for river traffic.
8. Navigation on the Prutul, Siretul, Oltul, Muresul, and Dambovita Rivers was limited in July, August, and September because of low waters and because of freezing, was closed from December to March. The freezing date was set for 24 December while the thawing date was 15 March. Anyone sailing between those dates did so at his own risk. The river ports and basins at which river vessels tied up during the winter months were: Braila, Galati, Tulcea N 45-13, E 28-48, Giurgiu N 43-53, E 25-57, Turnu-Severin N 44-38, E 22-40, Timisoara, Sulina N 45-10, E 29-41, and Oltenita.
9. The Danube from Sulina to Braila was 10 m. in depth and was navigable by seagoing vessels and river craft. Between Oltenita and Giurgiu, the Danube was five to six meters deep; from Giurgiu to Turnu-Severin it was six meters. The canal at Turnu-Severin was $4\frac{1}{2}$ m. in depth.
10. Log-rafting activity was significant on the Oltul, Muresul, Bistrita, and Siretul. Rafts used on the Oltul and Siretul were five kilometers long and transported the equivalent of 100 wagons of lumber. Lumber yards were located at the mouth of the Oltul River, at Braila, Galati, Tulcea, and Sulina.
11. Ferries that carried horsecarts and automobiles operated on the Danube from daybreak to sunset between: Galati and an unknown village, Braila and Macin N 45-15, E 28-09, Piua-Petri N 44-42, E 27-52 and Harsova N 44-42, E 27-57, Giurgiu and Ruse N 43-50, E 25-57, Bulgaria, and Fetesti N 44-24, E 27-50 and Cerna Voda N 44-21, E 28-03.

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